(e) whether Indjan Airlines which has a massive set up, has expressed its inability to Offer such facility to private operators;

(f) if so, what are the reasons therefor ;

(g) what is the extent of expenditure incurred by the operators of private air taxis by sending their aircrafts abroad; and

(h) what would have been the earnings of Indian Airlines in case they had offered such facilities to the private taxi operators ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) No such proposal has been received so far.

(e) There is no wet leased aircraft with any of the Air Taxi operators.

(d) Does not arise.

(e) and (f) The existing facilities in Indian Airlines are at present needed for maintenance of its own fleet and to pro vide maintenance assistance to Hindustan Aeronautics Limited and Air India.

(g) The amount spent on maintenance of aircraft by different Air Taxi operators are not known.

(h) Does not arise in view of (e) above.

**Operation of Flights between Delhi and Bombay**

3915. SHRI CHIMANBHAI MEHTA :
SHRIMATI RENUKA CHOWDHURY :
SHRI G. G. SWELL :
SHRI ANANTRAY DEVSHANKER DAVE:
SHRISARADA MOHANTY:
SHRI SOM PAL:
Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that as many as 235 flights operate between Delhi and Mumbai per week, leading to total load factor of less than 55 per cent for all airlines which is not the break-even for viable commercial operations, as reported in the 'Observer', Mumbai edition of 4th April, 1994;

(b) the details about the number of flights on major routes per week and their commercial viability ; and

(c) what was the average number of offtake of passengers per flight during the last three months and residual waiting list per flight of Indian Airlines at Ahmedabad, Hyderabad, Mumbai, Delhi and Calcutta ?

THE MINISTER OF ClVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Indian Airlines operates 28 flights in a week between Mumbai and Delhi, all of which meet cash costs of operation. Air Taxi Operators connect Delhi and Mumbai by 61 flights per week on an average. They being non-scheduled operators commercial viability of these flights is not known.

(b) The details of the number of flights per week presently operated by Indian Airlines on the major routes are at State ment I *(See* below) almost all of which meet the cash costs of operations. Air Taxi Operators being non-scheduled operators, operate according to their commercial judgement and therefore, it is not possible to indicate the exact number of flights on major routes and their com mercial viability.

(c) The number of passengers carried per flight per day during the three month period (December, 1993 February, 1994) is given at statement II *(See* below). Information pertaining to waiting lists per flight of Indian Airlines at Ahmedabad, Hyderabad, Mumbai, Delhi and Calcutta is not compiled.

**Statement I**

*Ditails of the number of flights by Indian Airlines per week on major routes*

| | A-300 | A-320 | B-737 |
|---|---|---|---|
| Bombay-Banga lore | 14 | 7 | — |
| Bombay-Calcutta | 7 | 7 | — |
| Bombay-Delhi | 28 | — | — |
| Bombay-Hyderabad | 5 | 13 | 3 |
| Bombay-Madras | 14 | 3 | — |
| Bombay-Trivandrum | — | 7 | — |
| Colcutta-Djlhi | 14 | — | 3 |
| Calcutta-Bangalore | — | 7 | — |
| Calcutta-Madras | — | 7 | — |
| Delhi-Hyderabad | — | 14 | —' |
| Delhi-Madras | 7 | 7 | — |
| Delhi-Bangalore | — | 14 | — |

**Statement II**

*Aerage number of passengers carried per flight per day during December,* 1993, *January,* 1994 *and February,* 1994

| | Three months carriage | Average per fit. per day |
|---|---|---|
| DELHI/BOMBAY | | |
| IC-186 . | 11143 | 124 |
| IC-182 | 15900 | 176 |
| IC-405 | 20062 | 222 |
| lC-184 . | 15115 | 168 |

| | Three months carriage | Average per fit. per day |
|---|---|---|
| BOMBAY/DELHI : | | |
| IC481 IC- | 12476 | 199 |
| 185 IC-406 | 15632 | 173 |
| IC-183 . | 19067 | 211 |
| | 12669 | 140 |
| BOMBAY/BANGALORE : | | |
| IC-105 . | 13960 | 155 |
| IC-109 . | 13565 | 150 |
| IC-107 | 10731 | 119 |
| BANGALORE/BOMBAY | | |
| IC-106 . | 11962 | 133 |
| IC-110 . | 14384 | 160 |
| IC-108 . | 11230 | 125 |
| BOMBAY/MADRAS : | | |
| IC-972 . | 12842 | 142 |
| IC-171 IC- | 11205 | 124 |
| 173 IC-594 | 5727 | 104 |
| , | 2350 | 124 |
| MADRAS/BOMBAY : | | |
| IC-971 IC- | 9305 | 103 |
| 593 . IC- | 1829 | 96 |
| 172 . IC- | 11833 | 131 |
| 174 | 6091 | no |
| BOMBAY/CALCUTTA : | | |
| IC-675 | 10542 | 117 |
| IC-274 | 13092 | 145 |
| CALCUTTA/BOMBAY : | | |
| 1C-676 . | 10194 | 1!3 |
| IC-273 | 14862 | 165 |
| DELHI/CALCUTTA : | | |
| IC-262 . | 3475 | 79 |
| IC-401 IC- | 14651 | 162 |
| 264 , | 15735 | 175 |
| CALCUTTA/DELHI: | | |
| IC-263 . | 15414 | 171 |
| IC-402 . | 17658 | 196 |
| IC-261 . | 2306 | 53 |
| DELHI/MADRAS : | | |
| IC-439 . . . IC- | 19065 | 212 |
| 540 . | 13309 | 148 |
| MADRAS/DELHI : | | |
| IC-440 . IC-539 | 19250 | 214 |
| . . | 16619 | 185 |
| DELHI/BANGALORE | 10529 | 117 |
| IC-803 | 16087 | 179 |
| IC-403 . | | |
| BANGALORE/DELHI : | 11477 | 128 |
| IC-804 . | 148S5 | 165 |
| IC-404 | | |
| DELHI/HYDERABAD | 9456 | 105 |
| IC-940 | 12464 | 139 |
| IC-839 | | |
| HY DERABAD/DELHI | 11224 | 125 |
| IC-939 | 12097 | 134 |
| IC-840 | | |

**Development and Modernisation of Sabar Airport**

3916. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that officials of the State Government of Maharashtra had recently met the Minister, Civil Aviation and Tourism for resolving the problem of obstruction to the development and pro posed modernisation of Sahar Airport; and

(b) if so, what hat been the outcome of the meeting ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Yes, Sir.

(b) The Government of Maharashtra has agreed in principle to shift the hut ment dwellers from the areas which are immediately required for operational nse and the Government of Maharashtra preparing a specific time frame action plan.

**Committee on Domestic Air Transport Industry**

3917. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that Government have constituted a committee to study the domestic air transport industry, including its fare structure and recommend corrective measures; and

(b) if so, what are the terms of reference thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) No, Sir.

(b) Does not arise.